

The Hongkong Telegraph.

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October 4th, 1911, Temperature 10 a.m. 82, 4 p.m. 79; Humidity...59, 70.

October 4th, 1910, Temperature 10 a.m. 79, 4 p.m. 73; Humidity...58, 60.

No. 8595

號四十八年三統宣

THURSDAY, OCTOBER 5 1911

四拜禮

號五月十英港香

\$36 PER ANNUM.
SINGAPORE COPY 10 CENTS.

REUTER'S TELEGRAMS.

THE WAR.

TRIPOLI BOMBARDED.

[Service To The "Telegraph."]
Bombay, Oct. 5, 7.15 a.m.

Reuter's correspondent at Rome states that Vice-Admiral Faravelli telegraphs that he bombarded the forts at Tripoli yesterday at 3.30 p.m.

The land batteries replied ineffectively.

Vice-Admiral Faravelli reports that he took the greatest care not to damage the town.

He resumes the bombardment to-day.

A DRESS REHEARSAL.

Durban, Oct. 5, 6.25 a.m.

The Socialist Deputy, M. de Felice, who is enthusiastically in favour of the war, in describing the bombardment of Tripoli, says that the whole fleet filed past Tripoli in review order dressed with bunting, as a last attempt to induce the Turks to surrender.

The Turks, however, remained unmoved and manned the guns.

APPEAL TO AUSTRIA.

Reuter's Vienna correspondent states that the Turkish Ambassador has informed Count von Aehrenthal that Italy is preparing to land troops in Albania, and asked Austria to insist upon the observance by Italy of the *status quo* in the Balkans.

Count von Aehrenthal replied that Austria would await developments.

BARGES AND BATTLESHIPS.

Bombay, Oct. 4, 2 p.m.

The sole war news to-day consists of a Turkish report that an Italian warship sank two motor barges at Hodeidah, a seaport in Yemen on the Red Sea and chased a destroyer in the Red Sea.

The destroyer escaped.

REUTER'S TELEGRAMS.

THE WAR.

SITUATION AT PREVEZA.

A report from Corfu states that the Duke of Abruzzi has summoned the Vali of Preveza to surrender, otherwise the warships in harbour would bombard the town.

RESPIRE AT TRIPOLI.

No news has been received from Tripoli beyond a report from Admiral Faravelli, which has been published in Rome to the effect that he gave the Turkish commander a respite until noon yesterday.

ADVICE FOR TURKEY.

Durban, Oct. 4, 7.45 a.m.

While no war news is coming through the Powers are apparently still active in giving advice to Turkey.

The Austrian Ambassador had a long interview with the Grand Vizier yesterday and the Russian Ambassador confers with him to-day.

THE UNIVERSAL HOPE.

Mr. Reginald McKenna, First Lord of the Admiralty, speaking at Guildford, said that the whole interest of the world was concerned in the restoration of peace. There was not a Foreign Office in Europe, he declared, which did not hope that a satisfactory settlement would be arranged before instead of after wholesale sacrifice of life.

ITALIAN EXPEDITIONARY FORCE.

It was officially announced at Rome last night that while preparations for fitting out the transports were being most actively carried on, the departure of the expeditionary force would be delayed until an undisturbed passage across the Mediterranean was assured.

REUTER'S TELEGRAMS.

THE WAR.

PRISONERS OF WAR.

Durban, Oct. 4, 11.40 p.m.
Reuter's Milan correspondent states that over five hundred prisoners have arrived at various ports.

They will be accommodated at large barracks at Caserta (a town twenty miles from Naples).

TROOPS FOR TRIPOLI.

The first contingent of the expeditionary force for Tripoli, 20,000 strong, is ready to start, but has been delayed owing to reports by Italian cruisers of the presence of Turkish torpedo craft last night on the route that will be taken by the expedition.

A NIGHT PURSUIT.

The Italian warships pursued the torpedo-boats, which escaped in the darkness.

A LARGE ARMY.

It is proposed to land forty thousand Italian troops in Tripoli within a week.

HOME RAILWAYS.

DEMAND FOR NATIONALIZATION.

[Service to the "Telegraph."]
Durban, Oct. 4, 7.45 a.m.
The Railway Commission has concluded the hearing of evidence.

The Railwaymen's Congress at Carlisle has unanimously demanded the nationalization of railways.

WEST AUSTRALIA.

THE ELECTIONS.

[Service to the "Telegraph."]
Durban, Oct. 5, 6.25 a.m.
Reuter's Perth correspondent states that at the elections in West Australia thirty-one Labourites and fifteen Ministerialists have been returned.

REUTER'S TELEGRAMS.

THE NEWBURY CUP.

ROYAL REALM WINS.

[Service to the "Telegraph."]
Bombay, Oct. 5, 12.45 a.m.

The following is the result of the Newbury Autumn Cup, about 2 miles 1 furlong, run at Newbury:—

Royal Realm	1
Marajax	2
Yellow Slave	3

There were twelve starters. Royal Realm won by three lengths, and one length separated second and third.

The betting at the start was: 4 to 1 Royal Realm, 0 to 2 Marajax, 11 to 2 Yellow Slave.

FRENCH NAVAL FUNERAL.

A SHOCKING INCIDENT.

[Service to the "Telegraph."]
Durban, Oct. 4, 7.45 a.m.
An extraordinary incident occurred at Toulon during the funeral of the victims of the *Liberte* disaster.

A horse bolted and charged the funeral cortege. The spectators gave way to panic and broke the cordons of police and troops.

President Fallieres took refuge behind a lamp post.

Ministers and Deputies addressed and reassured the people and the procession was reformed.

Many persons were injured in the rushes of the panic-stricken people.

PORTUGAL.

THE ROYALIST RISING.

[Service to the "Telegraph."]
Durban, Oct. 4, 5.35 p.m.

The Portuguese royalists in London say that North Portugal except Oporto is practically in the hands of the monarchists, who have occupied Chaves, Guimaraes, Barra and Barchina.

On the other hand telegrams from Lisbon state that all is quiet in the northern frontier.

REUTER'S TELEGRAMS.

THE INSURANCE BILL.

[Service to the "Telegraph."]

Durban, Oct. 4, 9.45 a.m.

Speaking at Dundee, Mr. Winston Churchill, Home Secretary, announced that the Government was determined to pass the Insurance Bill.

THE EUROPEAN SITUATION.

A CRITICAL TIME.

[Service to the "Telegraph."]

Durban, Oct. 4, 9.45 a.m.

The Home Secretary, Mr. Winston Churchill, speaking at Dundee said that the aspect of Europe was now harsher and more terrible than it had been for years.

The present anxious and critical time would have been more anxious and more critical if the British navy had not been strong enough to secure the undoubted command of the seas.

Speaking of the Turco-Italian conflict, Mr. Churchill said that it had passed to a stage where words unfortunately were useless.

In regard to Morocco Great Britain wished to see a settlement that would end the Moroccan question for ever and enable France and Germany to live together on terms of mutual respect, as such a settlement would be the only sure foundation for the peace of Europe.

SOUTHERN PERSIA.

PRECAUTIONS AGAINST DISORDER.

[Service to the "Telegraph."]
Durban, Oct. 4, 4.5 p.m.

The Simla correspondent of "The Times" states that owing to the continued disturbed state of Southern Persia it is proposed to strengthen the escorts of the various British Consulates in that region.

The 6th Indian Cavalry and the 38th Central Indian Horse have been warned to be in readiness to embark for the Persian Gulf.

The former will probably be divided between Bandar Abbas and Bander Kerman (?), and the latter will go to Bushire, Shiraz and Isfahan.

CHINESE TELEGRAMS.

SHUM CHUN HSUN.

THE CHRONIC COMPLAINT.

[Service to the "Telegraph."]

Peking, October 4.

H.E. Shum Chun Hsun has telegraphed to the Throne his inability to proceed to Szechuan on account of ill-health. The Throne has granted him sick leave, and has ordered His Excellency to proceed to Szechuan as soon as he is better.

CHINA AND JAPAN.

JAPANESE ENGINEER DISMISSED.

[Service to the "Telegraph."]

Peking, Oct. 4.

The Japanese engineer employed on the Kirin and Fengtien railway has been replaced by a Chinese engineer. The Japanese has now gone to Peking to take proceedings against the railway for breach of agreement.

ADMIRAL RESIGNS.

[Service to the "Telegraph."]

Peking, Oct. 4.

H.E. Liu Kiang Choi, Admiral and General of Kiangsu, has been allowed to resign, by the Throne, on account of ill-health, and has been granted his full pension.

The vacancy has been filled by General Chang-fun of Kiangsu, who will be succeeded by H.E. Chang Wa Chee, Commander-in-Chief of the Chihli forces.

NATIONALIZATION OF RAILWAYS.

[Service to the "Telegraph."]

Peking, Oct. 4.

The Vice-president of the Chongkiang Provincial Assembly has arrived at the Capital in connection with the agitation for the commercial control of the railways.

CHINESE TELEGRAMS.

CHINA'S BUDGET.

IMPERIAL APPROVAL.

[Service to the "Telegraph."]

Peking, Oct. 4.

The Ministry of Finance has submitted the budget for the fourth year of Hsun Tung.

It has been approved of by the Throne.

THE SZECHUAN TROUBLE.

VICEROY IMPEACHED.

[Service to the "Telegraph."]

Peking, Oct. 4.

H.E. Tuan Fang has reached the frontier of Szechuan and has found the place in a state of tranquillity. H.E. Tuan Fang has therefore impeached the Viceroy for having despatched exaggerated reports of disorder in the province and has begged the Throne to punish him.

MR. WILLARD D. STRAIGHT.

The marriage of Mr. Willard D. Straight, representative of the Morgan financial interests in China, and Miss Dorothy Payne Whitney, a daughter of the late Mr. William C. Whitney, at one time a prominent American Cabinet Minister, took place at Geneva on Sept. 7. Only some twenty guests were present at the ceremony. After a brief honeymoon the couple were to proceed to China, where they first met when Mr. Whitney was travelling. Mr. Straight was at one time in the Imperial Chinese Customs, but he was better known as United States Consul-General at Mukden. After filling this post with distinction Mr. Straight returned to Washington to become head of the Asiatic bureau of the State Department. He resigned this position to join the financial syndicate of which Mr. J. Pierpont Morgan is the head, and was sent back to China to represent its interests. Miss Dorothy Payne Whitney is considered to be one of the wealthiest young women in America. Her brother, Mr. Payne Whitney, is married to a daughter of the late John Hay, the American diplomat.

Weather Forecast.



CANTON-KOWLOON RAILWAY.

TIME TABLE.

On and after 5th October, 1911, until further notice.
Previous Time-Tables cancelled.

STATIONS.										STATIONS.									
No. 1 Through	No. 2 Through	No. 3 Sectional	No. 4 Sectional	No. 5 Sectional	No. 6 Sectional	No. 7 Sectional	No. 8 Sectional	No. 9 Sectional	No. 10 Sectional	No. 11 Through	No. 12 Through	No. 13 Sectional	No. 14 Sectional	No. 15 Sectional	No. 16 Sectional				
Canton, (Tai Sha Tou) dep.	7.55	14.25								Kowloon,..... dep.	14.25	8.00	11.10						
Shek Pai,..... arr.										Hung Hom,..... dep.	14.27	8.02	11.03						
Shek Pai,..... dep.	8.02	14.32								Yaumati,..... arr.			11.00	7.03	15.48				
Che Pi,..... arr.										Yaumati,..... dep.	14.30	8.05	11.11	7.09	15.55				
Che Pi,..... dep.	8.12	14.42								Sha Tin,..... arr.			11.28	7.11	15.58				
Wu Chung,..... dep.	8.20	14.51								Sha Tin,..... dep.	14.30	8.14	11.20	7.28	16.15				
Nan Kong,..... arr.										Fai Po,..... arr.			11.50	7.29	16.10				
Nan Kong,..... dep.	8.29	15.00								Fai Po,..... dep.	14.51	8.26	11.54	7.50	16.10				
Sun Tong,..... arr.										Fai Po Market,..... arr.			11.58	7.54	16.10				
Sun Tong,..... dep.	8.39	15.10								Fai Po Market,..... dep.	14.54	8.29	12.02	7.58	16.46				
Tong Moi,..... arr.										Fan Ling,..... arr.			12.17	8.02	16.50				
Tong Moi,..... dep.	8.44	15.15								Fan Ling,..... dep.	15.02	8.37	12.18	8.17	17.05				
Nga Yeo,..... arr.										Shum Chun,..... arr.	15.10	8.45	12.30	8.18					
Nga Yeo,..... dep.	8.48	15.19								Shum Chun,..... dep.	15.15	8.55	13.00	8.30					
Sien Tsun,..... arr.										Pu Kut,..... arr.			13.12						
Sien Tsun,..... dep.	8.55	15.26								Pu Kut,..... dep.	15.26	9.09	13.14						
Shek Ha,..... arr.										Li Long,..... arr.			13.24						
Shek Ha,..... dep.	9.03	15.34								Li Long,..... dep.	15.35	9.20	13.25						
Shek Tan,..... arr.										Ping Wu,..... arr.			13.36						
Shek Tan,..... dep.	9.00	15.40								Ping Wu,..... dep.	15.45	9.33	13.38						
Shek Lik Kou,..... arr.										Tin Tong Wai,..... arr.			13.48						
Shek Lik Kou,..... dep.	9.13	15.44								Tin Tong Wai,..... dep.	15.54	9.44	13.40						
Shok Lung,..... arr.	9.21	15.52								Shek Ku,..... arr.			13.55						
Shok Lung,..... dep.	9.31	16.00	7.30							Shek Ku,..... dep.	15.50	9.51	13.50						
Sai Wu,..... arr.		16.06	7.36							Fong Tou Ha,..... arr.		9.58	14.03						
Sai Wu,..... dep.	9.36	16.07	7.37							Fong Tou Ha,..... dep.	16.05	10.00	14.05						
Nam Shoh,..... arr.		16.17	7.47							Lum Tsun,..... arr.		10.07	14.12						
Nam Shoh,..... dep.	9.45	16.18	7.48							Lum Tsun,..... dep.	16.11	10.08	14.13						
Wang Lik,..... arr.		16.29	7.59							Cheung-Muk,..... arr.			14.24						
Wang Lik,..... dep.	9.55	16.30	8.01							Cheung-Muk,..... dep.	16.22	10.13	14.20						
Shoung ping,..... arr.			8.10							Tu Tung,..... arr.		10.37	14.40						
& Muk Lun,..... dep.	10.03		8.13							Tu Tung,..... dep.	16.35	10.38	14.41						
Tu Tong,..... arr.		16.49	8.20							Shoung ping,..... arr.	16.41	10.45	14.48						
Tu Tong,..... dep.	10.00	16.50	8.21							& Muk Lun,..... dep.	x No. 3	10.47	14.50						
Chenaz Muk,..... arr.	10.22	17.04	8.35							Wang Lik,..... arr.		10.56	14.59						
Tou & Shek Ma,..... dep.	x No. 4	17.00	8.38							Wang Lik,..... dep.	16.49	10.57	15.01						
Lum Tsun,..... arr.		17.17	8.49							Nam Shoh,..... arr.		11.08	15.12						
Lum Tsun,..... dep.	10.33	17.18	8.50							Nam Shoh,..... dep.	16.59	11.09	15.13						
Tong Tou Ha,..... arr.		17.25	8.57							Sai Wu,..... arr.		11.19	15.23						
Tong Tou Ha,..... dep.	10.30	17.26	8.59							Sai Wu,..... dep.	17.08	11.20	15.24						
Shek Ku,..... arr.		17.33	9.06							Shek Lung,..... arr.	17.13	11.26	15.24						
Shek Ku,..... dep.	10.45	17.34	9.07							Shek Lung,..... dep.	17.18	11.36	15.30						
Tin Tong Wai,..... arr.		17.40	9.13							Shek Lik Kou,..... arr.			9.30	16.00					
Tin Tong Wai,..... dep.	10.50	17.41	9.14							Shek Lik Kou,..... dep.	17.20	11.44	9.40	16.10					
Ping Wu,..... arr.		17.51	9.14							Shek Tan,..... arr.			9.41	16.11					
Ping Wu,..... dep.	10.50	17.53	9.14							Shek Tan,..... dep.	17.30	11.48	9.46	16.16					
Li Long,..... arr.		18.04	9.43							Shek Ha,..... arr.			9.48	16.18					
Li Long,..... dep.	11.00	18.05	9.44							Shek Ha,..... dep.	17.36	11.54	9.50	16.20					
Pu Kut,..... arr.		18.16	9.54							Sien Tsun,..... arr.			9.57	16.27					
Pu Kut,..... dep.	11.18	18.18	9.56							Sien Tsun,..... dep.	17.43	12.02	10.08	16.36					
Shum Chun,..... arr.		18.30	10.05							Nga Yeo,..... arr.			10.08	16.38					
Shum Chun,..... dep.	11.30	18.35								Nga Yeo,..... dep.	17.50	12.09	10.17	16.47					
Fan Ling,..... arr.		18.47								Fong Mei,..... arr.			10.18	16.48					
Fan Ling,..... dep.	11.48	18.43								Fong Mei,..... dep.	17.54	12.15	10.23	16.53					
Tai Po Market,..... arr.		18.51								Sun Tong,..... arr.			10.25	16.55					
Tai Po Market,..... dep.	12.03									Sun Tong,..... dep.	17.59	12.18	10.30	17.00					
Tai Po,..... arr.		18.54								Nam Kong,..... arr.			10.32	17.02					
Tai Po,..... dep.	12.05									Nam Kong,..... dep.	18.10	12.28	10.43	17.13					
Sha Tin,..... arr.										Wu Chung,..... arr.			10.45	17.15					
Sha Tin,..... dep.	12.19	19.06								Wu Chung,..... dep.	18.18	12.37	10.58	17.20					
Yaumati,..... arr.										Che Pi,..... arr.			10.57	17.27					
Yaumati,..... dep.	12.31	19.15								Che Pi,..... dep.	18.27	12.46	11.07	17.37					
Hung Hom,..... arr.		19.18								Shek Pai,..... arr.			11.09	17.39					
Hung Hom,..... dep.	12.35	19.20								Shek Pai,..... dep.	18.37	12.56	11.20	17.50					
Kowloon,..... arr.		19.22								Canton, (Tai Sha Tou) arr.	18.44	13.03	11.22	17.52					
											</								

By Order,
E. S. Lindsey,
Manager,
British Section,
Canton-Kowloon Railway.

By Order,
The Administration,
Imperial Chinese Section,
Canton-Kowloon Railway.

POLO CLUB GYMKHANA.

Next Saturday's Race.

The entries for the Gymkhana meeting to be held on Saturday under the auspices of the Hong-kong Polo Club closed on the 27th ult. As far as I have been able to gather some excellent racing is promised by the large number of entries secured. For the handicap race for all China ponies nearly every one of the Gymkhana Club cracks have been entered, including such favourites as Lachius, Pavonius, Brushwood Boy and Merry Scot. On account of the short distance—five furlongs—such sprinters as Raffles, Trewint, Urgent and James have also entered and as they will have the benefit of the handicap in their favour, it remains to be seen what the long stayers are capable of accomplishing with the penalty they have to carry.

The four furlong ladies' nomination will bring out a previous winner, Seaweed, who has since changed owner. This pony has been entered by Mr. H. A. Law and is nominated, I understand, by Miss E. Potts. If Seaweed wins, Miss Potts will have the distinction of two successful nominations within a week, since the pony (Raffles) nominated by her won the ladies' race last Saturday.

Seven polo owners have entered for the two furlongs straight race. One of the conditions is that owners must ride their own ponies. It is said that Baluchi Chief, Tregon and The Ramp are among the entrants, while the name of a pony of the Hon. Mr. C. H. Ross also figures in the list of entrants. It should be difficult to pick out the winner as the distance is such a short one. The pony getting the benefit of the start will probably win.

The Once Round handicap race for subscription griffins of the seasons 1910 and 1911 will most likely bring out Kerry, Alacrity and Matchless Chief to the field. The distance is peculiarly one for ponies of the class named, whose best performance is limited to the circle and no more. There will not be much of a choice between Kerry and Alacrity; both have won before. The latter is in fine fettle and if Kerry is ridden by his owner there is certain to be an exciting finish between the two.

The longest distance so far for any gymkhana race has been one mile and a quarter, so that the innovation of introducing a mile and a half race for next Saturday will be appreciated. The prize for this race is presented by our new Colonial Secretary. I am glad to note that in this high official

we have another practical supporter of the Sport of Kings. What a keen enthusiast his predecessor in office was all know who have been privileged with the acquaintance of Sir Henry May. For the fifth race of the afternoon no less than nine ponies have been nominated. I give below the names with their respective handicap weights:

Pavonius, 158 lbs.
Oil King, 154 "
Brushwood Boy, 154 "
Arcadian Chief, 153 "
Merry Scot, 152 "
Kerry, 150 "
Mombasa, 147 "
Rejected, 145 "
Trewint, 140 "

After Oil King's splendid win last week and Merry Scot's excellent showing in the 1.1.4 mile race, I guess they will be very largely fancied for this event, more especially if they are going to be piloted by Mr. Gegg and Mr. David as on the last occasion. Brushwood Boy's chances should not be despised. It should be remembered that he will not be so heavily penalised again as, after Oil King's win, the latter pony has been classed on equal terms with Brushwood Boy for the forthcoming meeting. Merry Scot line is slight advantage of 8 lbs only over

both the favourites. It remains to be seen whether over the longer distance he can out-class Brushwood Boy who has shown what he can do over a long course. I must not omit mention of Pavonius who is distinctly taking after his easy win in the first race at the last meeting. If he keeps in the same fine form he should carry off the main event on Saturday with flying colours.

RIDING BOY.

Just Unpacked
BEST ENGLISH MADE
BALL BEARING
ROLLER
SKATES

ALL SIZES
DRAGON CYCLE
DEPOT.

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25 WORDS \$1 for 3 insertions or \$3 for one week.

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"HOMEVILLE," Morrison Hill, splendid view of the harbour, 10 minutes from Post Office by electric car; entrance 153, Wanchai Road, Telephone No. 8127. [1287]

TO LET—TWO ROOMS suitable as Offices in St. George's Building, 3rd Floor. For particulars please apply to F. Blackhead and Co. [1317]

WANTED.—Young man of English parentage aged 16 to 18. No previous business experience necessary, but must be quick and accurate at figures.—Apply "Box" [1421]

WANTED.—FLAT or SMALL HOUSE, furnished or unfurnished, state terms and particulars.—Apply to Q.Q., c/o "Hongkong Telegraph." [1473]

Notices.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 9th day of October, 1911, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Causeway Bay, adjoining Inland Lot No. 1740, in the Colony of Hongkong, for a term of 75 years, commencing 1st May, 1906, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot.	Locality.	Boundary Measurements.				Contents in Square Feet.	Annual Rent.	Upset Price.
		ft.	in.	ft.	in.			
1740	Adjoining Inland Lot No. 1740, Causeway Bay.	75	0	0	0	14,000	\$1,000	\$1,000

Hongkong, 30th Sept., 1911. [1415]

G. H. H. R.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 9th day of October, 1911, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Kennedy Town in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot.	Locality.	Boundary Measurements.				Contents in Square Feet.	Annual Rent.	Upset Price.
		ft.	in.	ft.	in.			
1741	Adjoining Inland Lot No. 1740, Causeway Bay.	75	0	0	0	14,000	\$1,000	\$1,000

Hongkong, 2nd Oct., 1911. [1417]

G. H. H. R.

HONGKONG TECHNICAL INSTITUTE.

QUEEN'S COLLEGE.

EVENING CLASSES in the following subjects will RE-OPEN on MONDAY, October 9th:—
ENGINEERING SECTION:—
Building Construction and Drawing.
Field Surveying.
Machine Drawing.
Steam.
Mathematics.
Applied Mechanics.
Physics.

COMMERCE SECTION:—

English.
French.
Chinese (Cantonese & Colloquial).
Shorthand.
Book-keeping.

SCIENCE SECTION:—

Chemistry: Theoretical and Practical.
Metallurgy.
Physics.
Electricity.

First Aid to the Wounded.
TEACHERS' CLASSES:—
English and Methods of Teaching.
Kindergarten.

New Students should attend at the Institute to be enrolled TO-DAY, or TO-MORROW, (October 5th) between 6 and 7 p.m.

Copies of the Prospectus and entry forms for intending students may be obtained on application to the undersigned.

E. RALPHS, Director.

[1418]

Intimations

THE GENERAL ELECTRIC CO. OF CHINA, LTD.

Telegrams "Sparkless" Telephone 518. 10, Des Vaux Rd., Hongkong.

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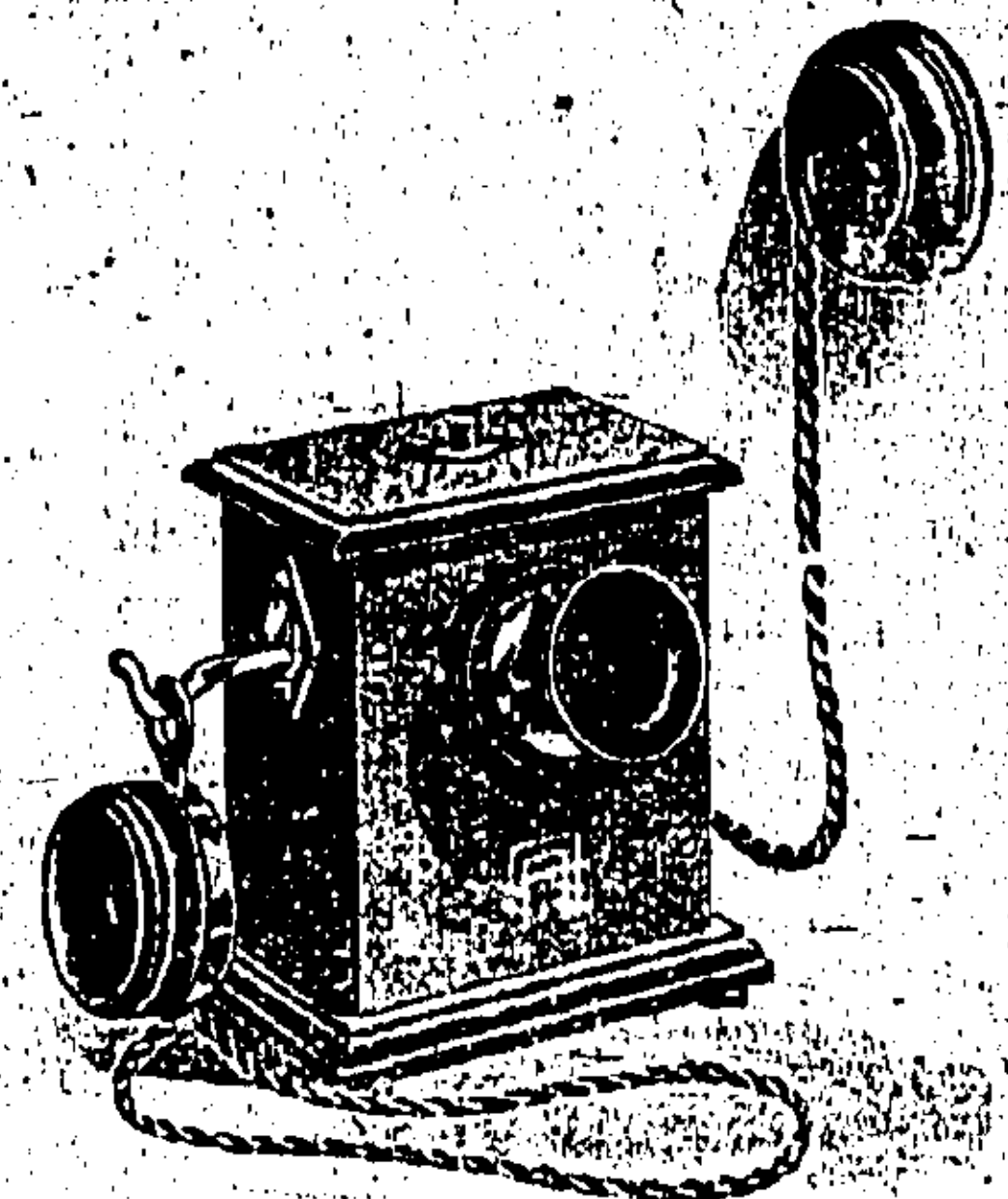
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SHORTEST & QUICKEST ROUTE

BETWEEN

THE FAR EAST & EUROPE.

via DAIREN.

SUMMER SCHEDULE.

(Effective from May 1, 1911.)

THRICE WEEKLY EXPRESS TRAIN SERVICE, comprised of excellently equipped Sleeping, Dining and 1st Class Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct Steamer Service by the S.S. "Kobe Maru" and "Saikyo Maru" (each 2,877 tons) as follows:—

NORTH BOUND.

Class	Train	From	To	Days	Time
1st	Shanghai (Steamer).....Lv.	Shanghai	Dairen	Thurs.	6.00 a.m.
1st	Dairen (S.M.R. Train).....Lv.	Dairen	Mukden	Sun.	10.30 a.m.
1st	Mukden (S.M.R. Train).....Lv.	Mukden	Changchun	Tues.	1.00 p.m.
1st	Changchun (S.M.R. Train).....Lv.	Changchun	Harbin	Wed.	2.05 p.m.
1st	Harbin (Russian Train).....Lv.	Harbin	State Ex-press	Fri.	8.30 a.m.
1st	State Ex-press	State Ex-press	State Ex-press	Sat.	9.10 a.m.

Connecting at Harbin with

SOUTH BOUND.

Class	Train	From	To	Days	Time
1st	Harbin (Russian Train).....Lv.	Harbin	Changchun	Mon.	11.20 a.m.
1st	Changchun (S.M.R. Train).....Lv.	Changchun	Mukden	Wed.	8.26 p.m.
1st	Mukden (S.M.R. Train).....Lv.	Mukden	Dairen	Thurs.	10.30 a.m.
1st	Dairen (S.M.R. Train).....Lv.	Dairen	Shanghai	Fri.	5.10 a.m.
1st	Shanghai (Steamer).....Lv.	Shanghai	State Ex-press	Sat.	8.25 a.m.
1st	State Ex-press	State Ex-press	State Ex-press	Sun.	1.30 p.m.

Connecting at Harbin with

Russian Train Time is 23 minutes ahead of the S.M.R. Time. For instance, 6 p.m. by the former is 5.37 p.m. by the latter.

Supplementary Changes on DAIREN-CHANGCHUN SERVICE.

Express Extra Fare.....Y4.00 Sleeping Car Supplement.....Y6.00

TICKET AGENCIES.—The Company's railway and steamer tickets are obtainable at all the Agencies of the International Sleeping Car & Express Trains Co., the Nippon Yusen Kaisha, Shanghai, Messrs. Thos. Cook & Son, and Belcher & Co. Ltd., Hongkong.

RAILWAY HOTELS.—Yamato Hotel, (Tel. Add.: "Yamato") at Dairen, Port Arthur, Mukden, Fushun and Changchun, all under the Company's management.

SOUTH MANCHURIA RAILWAY COMPANY.

DAIREN.

Tel. Add.: "Manchuria" Cables: A.B.C. 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 4

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KOWLOON-CANTON RAILWAY.

Yesterday's Ceremony.

Despite the fact that Dampour had been exceptionally busy during the past week on the subject of possible trouble at the opening of the railway, the ceremony passed off without a hitch yesterday, though it was a noticeable fact that the Chinese authorities had taken every precaution to secure the safety of the guests who accepted their invitation to be present. After passing the British frontier the train that conveyed the visitors from Hongkong passed over a line guarded by soldiers with bayonets fixed and a plentiful supply of ammunition, while the Chinese sightseers were kept a good distance away. Unfortunately their Excellencies the Governor of Hongkong and the Viceroy of Canton were unable to be present, but nevertheless the proceedings were graced by the presence of many of the leading men from the Chinese city and from Hongkong.

The train from Canton was the first to arrive at the appointed place, drawn by an engine that had been specially decorated for the event with flags, flowers and streamers of hunting. The Hongkong train was similarly decked, and when it arrived at Shuncheon a large representative body alighted, among whom were:—Hon. Mr. W. D. James (Colonial Secretary), Hon. Mr. C. H. Ross, Hon. Mr. H. E. Pollock, Hon. Mr. G. G. Alabaster, Hon. Mr. W. Chatham, C.M.G., His Honour Mr. Justice Gompertz, His Lordship Bishop Lander, Captain F. W. Lyons, Dr. Steadman, Mr. J. W. Jamieson, C.M.G., Mr. C. Clementi, Dr. J. W. Hartley, Messrs. E. D. C. Wolfe, H. W. Loober, A. H. Harris, M. H. Logan, E. S. Kadoorie, W. S. Bailey, S. Moore, Garibaldi, R. M. Dyer, H. Gilman, E. A. Stanton, A. Tigges, R. F. Matheson, A. Ellis, W. S. Brown and W. E. L. Shepton. There were also present His Excellency Li Ching Feng, His Honour Chen Wang Cheng, His Honour C. H. Chao, Tuohi Chong Yang, His Excellency Lung Chien Chang, Hon. Dr. Ho Kai, Hon. Mr. Wei Yuk, Messrs. Leu Chi Pak and Son, Ng Hon Tsz, S. W. Tso, Chan Kai Ming, Fung Wa Chuen, Young Heo, Lau In Chung, Tsang Yuet Koi, Kwok Yick Ting, Leung Lai Mun, Tao Pat Shun, Chau Sin Ki, Leung Pui Chi, Wong Tsz Leung, Lau Yau Chuen, Yung Yik Ting, Ngai Hung Po and Captain Wu.

Very shortly after arrival the company adjourned to the galvanized shed near the station, where tables had been set out for a very large number of guests, and a very good dinner was served, at which some three hundred must have been present. After time had been allowed to discuss an admirable menu the Chinese band in attendance played a few bars of the National Anthem and toasts became the order of the day. There was not a big toast list, but the speeches that were made fully occupied the time until the departure of the trains.

The Toasts.
In proposing "success to the Canton-Kowloon Railway" H.E. Li Ching Feng announced that he had the honour to represent H.E. the Viceroy of Canton on that auspicious occasion. The connection and opening of this line was an event of extreme importance, establishing as it did easy facilities for travel and transport between two friendly countries. Official and commercial circles alike were indebted to those gentlemen of both sections who had supervised the construction of the line, and they took this opportunity of thanking them for the praiseworthy manner in which they discharged their multifarious duties. In the name of H.E. Cheung Ming Ki, Viceroy of the Two Kwongs, he had much pleasure in declaring the railway connected and opened to public traffic this 13th day of the 8th moon of the 3rd of Shun Tung. (Applause.)

The Hon. Mr. Barnes, Colonial Secretary, in reply remarked that the line was a monument to Anglo-Chinese co-operation. They had not called their line the Kowloon-Low line, and the Chinese had not called theirs the Canton-Shuncheon line. It was one line with two sections, and as part of

the co-operative working they had been discussing a working agreement which was complete, save for the formal confirmation. After touching on the railway experience of Malay, where lines had alone paid handsomely on local traffic the speaker concluded by saying: "I have not the slightest doubt that will happen here also, and I believe the local traffic alone will pay all working expenses and a handsome sum towards the interest on the capital. Then there is the long distance traffic. This line is quite a small portion of a line that before long will be reaching until it joins the main line to Europe. I am a recent comer to Hongkong, but I expect to be passing Samcheun with a ticket in my pocket to London, and a return ticket at that. (Applause.) Apart from that very long distance traffic, there is the China traffic alone. This section will be part of a line running from Peking through all the populous provinces of China with their cities, towns and villages down to Hongkong, one of the great ocean ports of the world, and a port for the last 70 years through which the greater part of the trade of China has passed.

Prospects of Paying.
That such a line cannot pay handsomely is inconceivable. And I would remind your Excellencies that as much as you have used Hongkong in the past I believe you will use it still more in the future. Every year ships are getting bigger and bigger, they want deeper and deeper waters, more and more accommodation and more and more facilities. A big port must meet the ocean traffic on those lines in a way no small port ever can, and I believe we shall still be doing very much business with Canton for many years to come. And, your Excellencies, I can assure you on behalf of the Government and merchants of Hongkong that nothing will be left undone to make that great port even more useful to you, and to maintain its position among the ocean ports of the world. (Applause.) I have said this Canton-Kowloon Railway is a monument to Anglo-Chinese co-operation, and I believe it will lead to still further co-operation. It will bring the Cantonese still closer in touch with the inhabitants of Hongkong, and I firmly believe the more we know of one another, the more ready we shall be to work with one another. (Applause.) Your Excellencies, it is the earnest wish of your British guests that any future enterprise of Anglo-Chinese co-operation may begin under as happy auspices as has this Canton-Kowloon Railway. (Applause.)

A reply was also made by His Honour Chao Ching Hui, managing director of the Chinese section, who expressed the hope that the function would make the strengthening of the close friendship which was now existing between the two great nations. He sincerely hoped that that community prosper and that communications would expand and that discrimination between nationalities would become nonexistent. (Applause.)

Ensuring Success.
Mr. Frank Lindsey also responded to the toast, and speaking of the working agreement drawn up between the administrations of both sections, said:—In this agreement a great deal has been left to the discretion of those on the spot, and both governments have recognised that if the two sections are to be worked as separate undertakings such a procedure is the only means of ensuring successful operation.

The public may feel assured that although on opening a new line it is wise policy to restrict ambition in the matter of timetables and fast running, it will not be very long before improvement takes place and renders it possible to go from Canton to Hongkong in four hours, allowing the passenger time enough to transact business and return home on the same day. We also hope that before long passengers by slow train will no longer be required to change carriages at Samcheun. I can assure you, gentlemen, that the Administrations of the Railway fully recognise the fact that, if the railway is to be a success, the convenience of the public must be their first consideration. And such being the case, I trust they will prove deserving of the kind wishes and

sentiments which the toast has called forth and for which on behalf of the British section I again have the honour to thank you. (Applause.)

Within the Estimates.

Mr. Groves, chief engineer on the Chinese section remarked in the course of his reply:—"Things move slowly in China, but I do claim that the work has been pushed forward continuously, energetically and successfully on the different districts and that many physical and engineering difficulties have been overcome.

It generally falls to the lot of an engineer-in-chief to defend the cost of the railway he builds, but this railway is in the happy position of having been spared criticism, and therefore I can approach the subject in a light spirit.

In September, 1908, I produced, as a result of the detailed survey, an estimate of cost and length of the line, probably required to complete this line; the former in round figures was 12.1-2 million dollars, including administration charges, police, cost of land, &c., but excluding the interest and service on the loan, and the time named was three years and ten months; the date for completion being given as June, 1911. We have taken a few months longer to complete the line, but the cost will be within the limits of my estimate. This, gentlemen, is, I believe, a satisfactory condition of things, but it has been attained only by the active and loyal help of all departments. (Applause.)

Mr. Groves, after giving figures detailing salient features of the line, eulogised the work of several engineers who had charge of different sections of the line.

Mr. Ross's Prophecy.
To the Hon. Mr. C. H. Ross fell the duty of proposing "Success to Railway Enterprises in China," and in doing so he made the speech of the day. The Hongkong gentleman commenced by giving a brief sketch of railway development in China and its history, and wound up with the following remarks:—All the world knows that China has conceived and carried out great enterprises, some of them perhaps on a greater scale than any hitherto attempted by other nations, but alas, which of her many great works has been efficiently maintained? As an instance, witness that magnificent conception the Tsinchou Road.

Gentlemen, China's greatest need is now being cared for, and to that end great trunk lines are being built stretching from North to South and from East to West, and further great schemes are in active preparation. Should no unforeseen delays or difficulties occur, in a few years from now you will be able to travel by rail not only from Canton to Hankow, but should your fancy lead you in the direction of Szechuan, a road will be open. From the comparative security of a Pullman Car, you will be able to feast your eyes on the far famed gorges of the Yangtze, and possibly even on the sandstone walls of Chongtu! Or should you desire to visit the Great Wall of China, the splendid railway engineer by Taotai Jeme Tien Yeh is available, while the silk looms of Soochow, the famous porcelain kilns of the Poyang Lake or the coal mines of Shansi can be visited by Chinese railways.

That this opening up of the country will benefit China's teeming millions by the eradication of prejudice and by incalculable increase in trade, I myself have no doubt, and I therefore heartily congratulate her to-day on the completion of this small link in that great chain of communications which is now being forged. I wish her all success in the enterprises now being undertaken, and I ask you, gentlemen, to rise and drink with me the "Success to Railway Enterprises in China," coupled with the name of Taotai Chong Wang Cheng. (Applause.)

Taotai Chong Wang Cheng in reply hoped that the opening of the railway would be an act of beneficence to the general public, while H.E. Lung Chien Chang remarked that the completion of the railway had been brought about by the kindly assistance of their neighbours, and he hoped thereby that the bonds between China and England would be strengthened.

Before the proceedings ended Mr. J. W. Jamieson, C.M.G.,

H.B.M.'s Consul at Canton, tendered thanks on behalf of the British guests for the reception that had been accorded them.

CELEBRATION IN HONGKONG.

Dinner at Government House.

His Excellency gave an official dinner at Government House last night on the occasion of the opening of the Canton-Kowloon Railway, the guests including Mr. Li Ching Feng, representing H.E. the Viceroy of Canton, Mr. Chao Ching Hui, Managing Director, Mr. J. W. Jamieson, Mr. Gompertz, Mr. Barnes, Mr. Chatham, Dr. Atkinson, Mr. Brown, Captain Lyons, Dr. Ho Kai, Mr. Wei Yuk, Mr. Ross, Mr. Stubb, Mr. Robertson, Colonel Wrigley, Mr. Harris, Mr. Maze, Mr. Groves, Mr. Moore, Mr. Garibaldi, Mr. Hall, Mr. Leung, Mr. Lindsey, Mr. Baker, Mr. Lau Chi-pak, Mr. Ng Hon-tsz, Mr. Fung Wa-chun, Mr. Leung Pui-chi, Mr. Chau Siu-ki, Mr. Chan Lok-chun, Mr. Lau Yam-tsun, Mr. Ho Koon-long.

After the usual loyal toasts His Excellency spoke as follows:—"Gentlemen: I cannot allow this opportunity to pass without thanking you to pledge success to the Canton-Kowloon Railway. Many who are my guests this evening have enjoyed the privilege of attending the luncheon which the Chinese Government gave at Sam Chuen to-day in honour of the occasion, and you have heard many speeches, and drank to many toasts—there, similar to that I am now proposing. I do not therefore intend to inflict a long speech upon you or to ask for a response, but I should greatly regret not to have an opportunity of myself wishing success to the railway, and of bearing testimony to the admirable work done by those who have been responsible for its construction and for all that has led up to the opening ceremony to-day.

We have here to-day evening many of those who have been engaged on the construction of each section, and you who have traversed the line from end to end can bear witness to the admirable way in which their task has been fulfilled, from the emplacement of the great girder spans across the river at Shekling to the boring of the tunnel through the Kowloon hills. We have also present the gentlemen who have represented their respective Governments in the negotiations for an Agreement for working the Railway. My guest opposite, Mr. Chao, on behalf of the Chinese Government, and Messrs. Lindsey and Clementi on behalf of the Hongkong Government, I, who have been conversant with every single step in these negotiations, can testify as no one else can to the ability with which both sides have presented their point of view, and the tolerance and courtesy with which they have debated the subject. The draft is now completed and awaits the concurrence of the Peking authorities which I trust may not be long delayed.

The spirit which has prompted both sides is that if the railway is to be a success it must be regarded as a business proposition in which both parties who have invested should obtain a fair return for their capital. This can only be achieved if it is recognised that we have a common interest in developing the line as a whole against outside competition. I offer on behalf of the Colony of Hongkong our hearty congratulations to Mr. Chao, the Director-General, and to Mr. Groves, the Managing Director, and to all the staff of the Chinese Section on the completion of their great undertaking to-day, and I ask you to raise your glasses to the toast of success to the Kowloon-Canton Railway.

Mr. Li Ching, Mr. Chao and Mr. Groves expressed their thanks.

Today's Advertisements.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ EITEL FRIEDRICH," having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godown, whence delivery may be obtained.

Optional Cargo will be forwarded on and as intimation is received from the Consignees before noon to-day requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 11th of October, will be subject to sale.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th of October, at 9.30 a.m.

All claims must reach us before the 16th of October, 1911, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELOHRS & CO., General Agents. Hongkong, 4th Oct., 1911. [1427]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE AND MOJI.

THE Steamship

"GREGORY APCAR," having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo, impeding the discharge will be landed at consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.

DAVID SABSOON & CO., LD., Agents. Hongkong, 4th Oct., 1911. [1426]

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Rangoon, Madras, and Mauritius.)

THE Steamship

"GREGORY APCAR."

Captain S. B. Belton will be despatched for the above ports on TUESDAY, the 11th instant, at 8 p.m.

For Freight or Passage, apply to: DAVID SABSOON & CO., LD., Hongkong, 4th Oct., 1911. [1424]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATON APCAR."

having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at consignees' risk and expense.

Cargo remaining on board after 1 p.m. of the 6th inst., will be landed at consignees' risk and expense.

Consignees of Cargo from SINGAPORE are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the vessel will be landed and stored at consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.

DAVID SABSOON & CO., LD., Agents. Hongkong, 5th Oct., 1911. [1426]

NOTICE.

The undersigned have this day established ourselves as STOCK, SHARE AND GENERAL BROKERS and will carry on business under the style of MOXON and TAYLOR at the offices recently occupied by Messrs. R. S. Kadoorie & Co., 5 Queen's Buildings, Chater Road, Hongkong.

G. C. MOXON, JOHN W. TAYLOR. Hongkong, 2nd Oct., 1911. [1416]

CREDIT FONCIER D'EXTREME ORIENT.

NOTICE.

A BRANCH OFFICE of the above has been opened this day at No. 2 Queen's Building, Hongkong.

L. J. BERNIS, Manager. Hongkong, 4th Oct., 1911. [1410]

CONCERT.

THE ANNUAL GRAND PROMENADE CONCERT will be held on the Hongkong Cricket Club Ground on SATURDAY, the 14th October, 1911, at 9.15 p.m.

Under the distinguished patronage of H.E. Sir Fredrick J. D. Lurid, K.C.M.G., C.B., D.S.O. and Major General C. A. Anderson, C.B.

Tickets, \$1 each can be obtained from Messrs. The Robinson Piano Co., Ltd., Messrs. S. Montie & Co., Ltd., at the Pavilion or from the Secretary. Hongkong, 5th Oct., 1911. [1427]

MILK FIVE CENTS A PINT.

PURE, FRESH, SEPARATED, NATURAL. REMOVED: THE CREAM ONLY. ADDED: NOTHING.

If you must use Separated Milk why not have it FRESH?

For sale by THE DAIRY FARM Co., Ltd.

One penny a pint!

THE DAIRY FARM CO., LTD.

NOTICE TO SHAREHOLDERS.

THE FIFTEENTH ORDINARY YEARLY MEETING OF SHAREHOLDERS

of the above Company will be held at the Company's Town Office, 2 Lower Albert Road, Hongkong, on SATURDAY, the 7th October, at 12.30 p.m., for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1911.

THE TRANSFER BOOKS of the Company will be CLOSED from 1st to 7th October, 1911, both days inclusive.

By Order M. MANUK, Acting Secretary. Hongkong, 2nd Oct., 1911. [1436]

CANTON INSURANCE OFFICE LIMITED.

THE THIRTIETH ORDINARY MEETING OF SHAREHOLDERS

will be held at the Office of the Undersecretary on THURSDAY, the 19th October, at Noon.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th to the 19th October, both days inclusive.

JARDINE, MATHESON & CO., LTD., General Agents. Hongkong, 27th Sept., 1911. [1406]

E. C. WILKS, M. McLELLAN, M.A. N.A., Consulting Engineer and Surveyor or construction, Valuer and Assessor for the purchase or sale of Steamship or Launches.

ALEXANDER BUILDINGS, 2ND FLOOR. Hongkong, 1st May, 1911. [1100]

"THE BEER THAT'S BREWED TO SUIT THE CLIMATE."

PURITY AND QUALITY GUARANTEED.

ORIENTAL BREWERY, LTD., HONGKONG.

BREWERS AND ICE MANUFACTURERS.

AMSTEL BEER

This Beer is exceptionally light, palatable and nutritious. It is especially pure and of use in Tr. and Countries.

The Best Amstel Beer is brewed by the Beerschied-Bierbrouwerij De Amstel and is second to none in all Pilsener Beers.

Used in the Government Hospitals and other Leading Hospitals in all parts of the World.

SOLE AGENTS.

H. PRICE & CO.,

WINE AND SPIRIT MERCHANTS.

17, Queen's Road Central, Hongkong.



Note our Price \$12.00 per case containing 4 dozen quarts or 6 dozen pints.

DOUGLAS STEAMSHIP CO., LTD.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the Douglas Steamship Company, Limited, will be held at the Company's Offices, on TUESDAY, the 10th day of October, 1911, at 12 o'clock Noon, when the proposed resolution which was passed at the Extraordinary General Meeting of the Company held on the 28th day of September, 1911, will be submitted for confirmation as a special resolution. That Art. 18 (3) of the Company's Articles of Association be altered by substituting the sum of \$50,000 for the sum of \$25,000 in line two. Dated the 26th day of September, 1911. DOUGLAS LARPAIK & CO., General Managers.



Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER, SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed sailings from Hongkong and St. John, &c. (Subject to alteration.) Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From St. John.
"EMPEROR OF INDIA".....Sat., Nov. 4.	"EMPEROR OF BRITAIN".....Fri., Dec. 1.
"EMPEROR OF JAPAN".....Sat., Dec. 2.	"EMPEROR OF BRITAIN".....Fri., Dec. 29.
"EMPEROR OF INDIA".....Sat., Dec. 30.	
1912	1912
"EMPEROR OF INDIA".....Sat., Jan. 27.	"EMPEROR OF BRITAIN".....Fri., Feb. 23.
"EMPEROR OF JAPAN".....Sat., Feb. 24.	"EMPEROR OF BRITAIN".....Fri., Mar. 22.

S.S. "EMPEROR OF INDIA" calls at Moji instead of Nagasaki. Steamers will depart from Hongkong at 6 p.m. Each Trans-Pacific "Emperor" connects at Vancouver with a Mail Express Train and at Quebec with Atlantic Mail Steamers as shown above. The "Emperors of Britain" and "Emperors of India" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus. Passengers booked to all the principal points in Canada, the United States, and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line).....£71.10/-.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston. SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars on application to Agents.

Through Passengers are allowed stop over privileges at the various points of interest en route. R.M.S. "EMPEROR OF INDIA" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and comfort being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port.....£48. Via New York.....£46. For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—D. W. CRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM
NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SINGAPORE, PENANG & CALCUTTA	LAISANG	Saturday, 7th Oct., Noon.
MANILA	LOONGSANG	Saturday, 7th Oct., 2 p.m.
SHANGHAI	CHOYONGSHING	Sunday, 8th Oct., 11 light.
TIENSIN	CHOYONGSHING	Thursday, 12th Oct., Noon.
MANILA	YUENSANG	Saturday, 14th Oct., 2 p.m.
SHANGHAI, KOBE & MOJI	FOOKSANG	Wednesday, 18th Oct., Noon.
SINGAPORE, PENANG & CALCUTTA	KUTSANG	Friday, 20th Oct., Noon.

RETURN TOURS TO JAPAN, (Occupying 24 days). The steamers "Kutsang," "Nausang" and "Fooksang" leave about every 8 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried. Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Cheloo, Tientsin & Newchwang.

† Taking Cargo on Through Bills of Lading to Kudat, Lahad Duta, Singapore, Tawau, Usukan, Jesselton & Labuan.

For Freight or Passage, apply to—JARDINE MATHESON & CO., LD. Telephone No. 215. Hongkong, 5th October, 1911.

THE BANK LINE, LTD.

REGULAR SERVICE FROM HONGKONG FOR VANCOUVER, SEATTLE and PORTLAND (Or.) via SHANGHAI and JAPANESE PORTS.

Steamer	Captain	Tons D.W.	On or about
"HERMERO".....	G. B. McGill	11,000	October 10th.
"LUCERO".....	J. Mathie	11,000	October 26th.
"HERCULES".....	R. Wilhemson	7,000	November 10th.

To be followed by other steamers of the Company at regular intervals. The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, and Central and South America. Will call at Amoy and Keelung if sufficient inducement offers.

These steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Ports. For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED,

KING'S BUILDING, Praya Central.

Telephone No. 780, Hongkong, 26th August, 1911.

NEW LINE OF STEAMERS

SOUTH AFRICAN PORTS.

ORIENTAL AND AFRICAN LINE.

REGULAR Direct Service from Japan, China, and Straits to Beira, Delagoa Bay, Durban, East London, Port Elizabeth and Cape Town calling at Mauritius if sufficient inducement offers, and affording the Quickest Freight Transport from the Orient to South Africa.

PROPOSED SAILINGS.

S.S. "DUNERO".....8,000 tons.....To be patched and Dec. 8.

S.S. "KATANGA".....5,500.....To follow and regularly thereafter.

For rates of Freight or Passage, apply to—THE BANK LINE, LIMITED, Managing Agents.

Hongkong, 24th August, 1911.

Shipping—Steamers

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1911
MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, AND PORT SAID.....	ARI MARU, Capt. K. Honma, Tons 7,000 MISHIMA MARU, Capt. A. E. Moses, T. 9,000 KAGA MARU, Capt. M. Hagino, Tons 7,000	WEDNESDAY, 11th Oct., at 11 light. WEDNESDAY, 25th Oct., at Daylight. WEDNESDAY, 8th Nov., at Daylight.

VICTORIA, B.C. & SEATTLE.....	KAMAKURA MARU, Capt. J. Richards, Tons 7,000	SATURDAY, 4th Nov., from KOBE
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VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA, OMI, and YOKOHAMA.....	TAMBA MARU, Capt. K. Noda, Tons 7,000 AWA MARU, Capt. I. Iizawa, Tons 7,000	TUESDAY, 10th Oct., at Noon. TUESDAY, 7th Nov., at Noon.
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SYDNEY & MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.....	KUMANO MARU, Capt. M. Winkler, T. 6,000 YA WATA MARU, Capt. T. Sekino, Tons 6,000	FRIDAY, 27th Oct., at Noon. FRIDAY, 24th Nov., at Noon.
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SHANGHAI, MOJI & KOBE.....	TOBA MARU, Capt. T. Sato, Tons 6,000	WEDNESDAY, 11th October.
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KOBE & YOKOHAMA.....	ATSUTA MARU, Capt. Wm. Thompson, T. 9,000	FRIDAY, 13th Oct., 11 p.m.
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YOKOHAMA & YAWATA MARU.....	YAWATA MARU, Capt. T. Sekino, T. 6,000	WEDNESDAY, 24th Oct., at Noon.
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† Fitted with new system of wireless telegraphy. † Carries deck passengers. † Cargo only.

NEW LINE OF STEAMERS BETWEEN
KOBE and CALCUTTA.

Regular service (once in every 18 days) from Kobe to Calcutta calling at Hongkong, Singapore, Penang and Rangoon. The first steamer to sail from Hongkong: "HIROSHIMA MARU".....Tons 4,000.....Capt. Faguchi.....On Oct. 13th.

1912 PASSENGER SEASON 1912

Steamer	Tons	Captain	From Hongkong.
TANIGO MARU	8,000	K. Kawai	Feb. 14th.
KAMO MARU	9,000	F. S. Sommer	Feb. 28th.
AKI MARU	7,000	K. Honma	Mar. 13th.
MISHIMA MARU	9,000	A. O. Moses	Mar. 27th.
KAGA MARU	7,000	M. Hagino	Apr. 10th.
ATSUTA MARU	9,000	Wm. Thompson	Apr. 24th.
HIYACHI MARU	7,000	T. Yamawaki	May 8th.
MIYASAKI MARU	9,000	T. Muri	May 22nd.

FOR SEATTLE: INABA MARU 7,000 S. Tomimaga Feb. 27th.

TAMBA MARU 7,000 K. Noda Mar. 26th.

AWA MARU 7,000 T. Iizawa April 23rd.

INABA-MARU 7,000 S. Tomimaga May 21st.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Place's Buildings, First Floor, Chater Road.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	STEAMERS.	To Sail.
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SHANGHAI.....	"LINAN".....	7th Oct., 11 light.
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MANILA, CEBU & ILOILO.....	"TANING".....	10th .. 4 p.m.
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WEIHAWEI, CHEFOO & TIENSIN.....	"HUICHOW".....	13th .. 4 p.m.
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SHANGHAI.....	"ANHUI".....	14th .. 11 light.
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MANILA, ILOILO & CEBU.....	"TEAN".....	17th .. 4 p.m.
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DIRECT SAILING TO WEST RIVER, Twice Weekly. S.S. "LINTAN" and S.S. "SANUL."

† AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

† MANILA LINE.—Twin screw Steamers "Tea" and "Taming," saloon accommodation amidships; electric fans fitted; extra state-rooms on deck, aft. Saloon accommodation of s.s. "Kallong" is situated on deck, aft.

† SHANGHAI LINE.—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Ohama, Linan, Chinkang)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yantai and Northern China Ports.

N.D.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at ten o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Foochow.

Reduced Fares:—Single \$45. Return \$75.

For Freight or Passage apply to—BUTTERFIELD & SWIRE, Agents.

Telephone No. 38, Hongkong, 4th October, 1911.

Shipping—Steamers

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE. Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO.

Marseilles, Havre, Bremen and Hamburg and New York.

Taking cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD. For Shanghai, Kobe & Yokohama: S.S. "Friedrich".....20th Oct.

Slavonia.....2nd Nov.

Scandia.....16th Nov.

Spota.....2nd Dec.

Sagami.....14th Dec.

Shelton.....27th Dec.

Ambia.....10th Jan.

Goldfish.....24th Jan.

For Further Particulars, apply to—Hamburg-Amerika Linie, Hongkong Office.

Hongkong, 30th September, 1911.

HONGKONG—PHILIPPINES.

PHILIPPINES STEAMSHIP CO.

Steamship.	Tons.	Captain.	For	Sailing Date.
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RUBI.....	4000	S. Crosby	MANILA, CEBU & ILOILO	TUESDAY, 10th Oct., 1 p.m.
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ZAFIRO.....	4000	M. C. Smith	MANILA, CEBU & ILOILO	FRIDAY, 24th Oct., 4 p.m.
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For Freight or Passage apply to—SHEWAN, TOMES & CO. GENERAL MANAGERS.

Hongkong, 22nd September, 1911.

A. R. MARTY.

HONGKONG—HOIHOW—HAIPHONG—PAKHOI.

Highest Class, Fastest, and Up-to-date Steamers on the Coast, having accommodation for First-class Passengers.

Electric Light, Excellent Cuisine, and Wireless Telegraphy.

For Freight and Passage, apply to—A. R. MARTY, 24, Des Voeux Road.

Telephone 118, Hongkong, 12th June, 1911.

HE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
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EMPIRE.....	22nd Sept.	Tuesday, Oct. 17.
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ST. ALBANS.....	20th Oct.	Saturday, Nov. 11.
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EASTERN.....	17th Nov.	Dec. 9.
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The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to—Gibb, Livingston & Co., Agents.

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TOYO KISEN KA SHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada, and with Trans-Atlantic Lines to Europe.

PROPOSED SAILING FROM HONGKONG. (Subject to alteration)

Steamer	Tons	Captain	Date of sailing
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S.S. "Nippon Maru".....	11,000	A. O. Stevens	Oct. 6th, Noon.
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S.S. "Tenyo Maru".....	21,000	E. Bent	Oct. 13th, Noon.
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S.S. "Shinyo Maru".....	21,000	H. S. Smith	Nov. 3rd, Noon.
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S.S. "Chiyo Maru".....	21,000	W. W. Green	Dec. 1st, Noon.
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These steamers are equipped with Turbine Engines and Triple Screw.

All steamers carry Japanese Government wireless telegraph and post office.

The Twin Screw Steamer Nippon Maru will be dispatched for San Francisco via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU on FRIDAY, the 6th Oct., at Noon.

For further particulars, apply to—K. MATSUDA, Agent, KING'S BUILDING (Opposite Blake Pier).

SOUTH AMERICAN LINE

(In connection with the National Railway of Mexico at Manzanillo.)

Only Regular Direct Service to Mexican, Chilean and Peruvian Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration)

Steamer	Tons	Date of Sailing
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Bayo Maru.....	10,500	Saturday, Oct. 11, Noon.
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The Steamer Bayo Maru will be dispatched for MEXICO, CHILE and CHILEAN PORTS via JAPAN PORTS and HONOLULU, on SATURDAY, 11th October, at Noon.

For further particulars, apply to—K. MATSUDA, Agent, KING'S BUILDING (Opposite Blake Pier).

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COMMERCIAL

Shanghai Share Report.

Messrs. J. P. Basset & Co.'s weekly share report, dated Shanghai, Sept. 23, is as follows:—The quantity of business put through on the Exchange has this week been rather above the average of the last few weeks. After the long depression resulting from the troubles of last year, the tone of affairs is gradually becoming more normal, and a fair amount of genuine, healthy cash business is being put through. The chief feature of the week has been the increasing demand for cottons, which probably results from the improvement in the local crop prospects and the good demand for yarn. Linens, also, have improved somewhat last week's quotation. The output for September is expected to be 1,000,000.

Banks.—H. & S. Banks are still in demand at \$930.

Insurance.—Stocks are all firm. North China improved 2.1-2 points to 114.162.1-2. Unions were wanted at \$825. Yangtzeos are steady at \$224.

Shipping.—No change.

Mining.—No change.

Land.—Shanghai. Lands changed hands during the week at 114.14 and find buyers at this figure. Anglo-French Lands are also wanted at 114.94.

Plantations.—There is very little change to report; the market is steady with a tendency to improve.

Cottons.—Rates of Ewos have recovered from the recent decline and are presently at 114.100.1-2. Profound Ewos are in demand at 114.100. Internationals remain as before with buyers at 114.44.

Lyon Kung Mows have risen rapidly 6 points and are now in request at 114.60. Soy Chea continue neglected. A rise of 2 points is recorded in Shanghai cottons and find buyers at 114.55.

Industrials.—Langkats a fairly large business has been done at prices ranging from 114.75.1-2 to 114.77.5x div. Last week's closing quotation was 114.76.1-2 cum div. of 114.1-2. The market remains firm.

Stores.—Hall and Holtz find buyers at \$17.1-2. Other shares under this heading remain unchanged.

Debentures are still greatly in request with few forthcoming.

The Sugar Market.

The output of the sugar manufacturing companies in Formosa for next year is estimated at 3,000,000 bales, being a great decline compared with the returns this year, reports the "Japan Gazette." This is due to the recent heavy storms which have wrought havoc to the sugar plantations in Formosa. As the result of recent negotiations between the Sugar Companies in Formosa and Japan Proper, it has been arranged that 1,500,000 bales of new sugar shall be supplied to the sugar refining companies in Japan Proper, while 1,500,000 bales of refined sugar shall be forwarded to Japan Proper for direct consumption. The Eusui Sugar Manufacturing Company in Formosa is reported to have made arrangements with a certain British firm in London for the shipment to England of 150,000 bales during next year.

For further particulars, apply to—Gibb, Livingston & Co., Agents.

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SERVANTS!

DOMESTIC SERVANTS!

For all domestic work suitable for all kinds of work, including Rubber, Coffee, and Tea plantations, and for contractors. For further particulars, please apply to The H. K. Servants' Agency and Labour Agency.

37 Cornhill Road Central.

A. T. Code, J. L. K. FAME & Co.

For further particulars, apply to—Gibb, Livingston & Co., Agents.

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LOG BOOK.

Coastal Officers' Gazette.

(From the "Leading Light," September 20.)
Mr. T. R. Sayle, second officer, Loongwo, has gone second officer, Koonshing.

Mr. J. McArthur, third engineer, Tuckwo, has gone third engineer, Wosang.

Mr. J. Stalker, from leave, has gone third engineer, Tuckwo.

Mr. G. Bander, from leave, has gone fourth engineer, Tuckwo.

Mr. A. McEwan, from leave, has gone chief engineer, Loongwo.

Mr. J. McKinnon, chief engineer, Loongwo, is awaiting orders.

Mr. F. B. Lawlor, second officer, Kingsing, has gone acting chief officer, Tuckang.

Mr. W. Mesney, chief officer, Taksang, has gone acting master, same ship.

Capt. McClure, of the Taksang, has gone on leave.

Mr. S. T. Clarke, from leave, has gone third engineer, Choy-sang.

Mr. H. B. Duff, third engineer, Choy-sang, has resigned.

Mr. H. Ritchie, chief officer, Chihli, is on leave.

Mr. G. E. Wake, chief officer, Pakhoi, has gone chief officer, Chihli.

Mr. J. McGilivray, acting chief engineer, Hoihow, has gone acting chief officer, Foochow.

Mr. A. Macfarlane, chief engineer, Foochow, has gone acting chief officer, Hoihow.

Mr. A. Ralston, supernumerary, Pekin, has gone acting chief officer, Pakhoi.

Mr. C. H. Gillam, second officer, Kwailin, is on leave.

Mr. O. R. Owen, supernumerary, Pekin, has gone second officer, Kwailin.

Mr. W. J. Black, third engineer, Hoihow, has gone acting second engineer, same ship.

Mr. H. D. Crumston, supernumerary, Dredger, has gone acting third engineer, Hoihow.

Mr. L. E. George, second officer, Kwailin, has gone supernumerary, Pekin.

Mr. J. T. Gray, supernumerary, Pekin, has gone second officer, Kwailin.

Mr. D. Sinclair has been appointed acting third engineer, Foochow.

Mr. F. Lafferty, acting third engineer, Foochow, has gone acting second engineer, same ship.

Mr. W. Booth has been appointed supernumerary second officer, Pekin.

Captain Pratt, of the Tungwah, has resigned.

Captain Newbury, awaiting orders, has gone master, Tungwah.

Mr. A. W. Taylor, second officer, Chiyuen, has resigned.

Mr. W. S. Thomas has been appointed second officer, Chiyuen.

Mr. J. Thompson, from leave, has gone acting second engineer, Tungwah.

Mr. W. Marshall, second engineer, Tungwah, is on leave.

Mr. J. J. Skeriff has been appointed acting third engineer, Irene.

Mr. C. Lockerby, third engineer, Taishun, has gone third engineer, Kiangkwan.

Mr. J. Adam, third engineer, Kiangkwan, has gone third engineer, Taishun.

Intimations

AERTEX

CELLULAR.

REGAL

SHOES

J. T. SHAW,

TAILOR

and

OUTFITTER,

21, Hongkong Hotel Buildings,
Queen's Road. [1258]

PEAK TRAMWAYS CO.

LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 min.
8.00 a.m. to 10.00 a.m. " 10 min.
10.00 a.m. to 11.00 a.m. " 10 min.
11.30 a.m. to 12.45 p.m. " 15 min.
12.45 p.m. to 1.15 p.m. " 10 min.
1.15 p.m. to 1.45 p.m. " 15 min.
1.45 p.m. to 2.15 p.m. " 10 min.
2.15 p.m. to 3.00 p.m. " 15 min.
3.00 p.m. to 8.10 p.m. " 10 min.

NIGHT CARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to
11.30 p.m. every 15 minutes.

SUNDAYS.

8.00 a.m. to 10.30 a.m. every 15 min.
10.30 a.m. to 11.00 a.m. " 10 min.
11.45 a.m. to 12.00 noon " 15 min.
12.00 noon to 1.00 p.m. " 10 min.
1.00 p.m. to 5.00 p.m. " 15 min.
5.00 p.m. to 6.00 p.m. " 10 min.
6.00 p.m. to 7.00 p.m. " 15 min.
7.00 p.m. to 8.10 p.m. " 10 min.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra Cars at 11.45 p.m.

SPECIAL CARS.

By Arrangement at the Company's
Office, Alexandra Buildings,
Des Voeux Road.

JOHN D. HUMPHREYS & SON.

General Managers,
Hongkong, 16th June, 1911.

SUN GLASSES.

Any tint made to any prescription.
No charge for testing sight.
Repairs of all description made by
competent workmen.

N. LAZARUS,

Ophthalmic Optician,
1A, D'Aguiar Street,
Hongkong.

THE CHINA PROVIDENT

LOAN AND MORTGAGE

CO., LD.

(CAPITAL PAID UP...\$1,250,000.)

Loans on Mortgage of House Property

Advances made on Merchandise,
Loans made on the Provident System.
(Rates and Particulars on application.)

TRUSTEE, EXECUTOR OF

WILLS, ATTORNEY, &c.,

Underwritten and Executed,
SHEWAN, TOMES & Co.
General Managers,
Hongkong, 19th March, 1908. [14]

GRAVING DOOR

78 7/8 by 88 1/8 by 8 1/2 in.
Pumps empty Door in
2-3-4 hours.

THREE PATENT SLIPWAYS

taking vessels up to 3,000 tons
displacement, providing conditions for
painting ships with most efficient result

100-TON ELECTRIC CRANE ON QUAY

ELECTRIC OVERHEAD CRANES THROUGHOUT
THE SHOPS RANGING UP TO 100 TONS.
Estimates given for Docking, Repairs to Hull and Machinery,
Constructional Work.

MACHINERY AND APPARATUS

BUTTERFIELD & SWIRE

HONGKONG, CHINA & A

Mails.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

ALL dispatch VESSELS to the Undermentioned PORTS on or about
the DATES named—

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI, MOJI, KOBE & YOKOHAMA	Malta Capt. G. M. Montford, R.N.	Daylight, 6th Oct.	Freight and Passage.

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	Devanah Capt. H. P. well	About 13th Oct.	Freight and Passage.

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON, VIA UNION PORTS OF CALL	Drishi Capt. H. S. Bradshaw	Noon, 14th Oct.	See Special Advertisement.

For Further Particulars, apply to
P. & O. S. N. Co.'s office,
Hongkong, 5th October, 1911.

E. A. HEWETT,
Superintendent. [4]

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

For

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For

Shipping Steamers.

DOUGLAS STEAMSHIP CO. LD

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having
splendid Accommodation for First-Class Passengers. Electric Light. Excellent
Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.
(Occupying 9 to 10 days.)

STEAMERS	CAPTAINS	LEAVING
Haiyang	Capt. J. W. Evans	FRIDAY, 6th Oct., at 1 p.m.
Haitan	Capt. J. S. Roach	TUESDAY, 10th Oct., at 1 p.m.
Halching	W. C. Pastmore	FRIDAY, 13th Oct., at 1 p.m.

Steamers will arrive at, and depart from the Co.'s Wharf near Blake Pier.
For Freight and Passage, apply to
Douglas, Lapraik & Co.,
General Managers.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between
JAVA, CHINA AND JAPAN.

Steamer From Expected on or about For Will leave on or about

Steamer	From	Expected on or about	For	Will leave on or about
Tijmahi	JAVA	1st half Oct.	JAPAN	1st half Oct.
Tijpanas	SHANGHAI	1st half Oct.	JAVA	1st half Oct.
Tijmanock	JAVA	1st half Oct.	JAPAN	1st half Oct.
Tijlaroom	JAPAN	1st half Oct.	JAVA	1st half Oct.
Tijliwong	JAVA	2nd half Oct.	JAPAN	2nd half Oct.
Tijkini	JAVA	2nd half Oct.	JAPAN	2nd half Oct.
Tijbodas	SHANGHAI	2nd half Oct.	JAVA	2nd half Oct.
Tijlatap	JAVA	1st half Nov.	SHANGHAI	1st half Nov.

The steamers are all fitted throughout with Electric Light, and have
accommodation for a limited number of saloon passengers, and will take cargo
to all Ports in Netherlands-India on through H/L.
For particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.
Telegraph No. 375
York Buildings [1074]

Consigners.

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "BUYO MARU."
FROM SOUTH AMERICAN
PORTS & JAPAN PORTS.

The above-named Steamer having
arrived, Consignees of Cargo are hereby
notified to send in their Bills of Lading
for countersignature, and to take im-
mediate delivery of cargo from along-
side.

Cargo remaining undelivered on
TUESDAY, the 3rd Oct., at 5 p.m.,
will be landed at Consignees' risk and
expense, and delivery must then be
taken from Company's Godown.

No Fire Insurance whatever will be
effected.

No Claims will be recognized after
the Goods have left the Steamer or
Godown, and all Goods remaining
undelivered on FRIDAY, 6th Oct.,
afternoon, will be subject to rent and
landing charges.

All claims must be presented within
ten days of the steamer's arrival here,
after which date they cannot be re-
cognized.

No claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
8th inst., will be subject to rent.

All broken, chafed, and damaged
goods must be left in the Godowns,
where they will be examined on the
7th inst., at 9.30 a.m.

No Fire Insurance will be effected
by us in any case whatever.

This steamer brings on cargo—
Ex s.s. "Soneck" from Saitoh,
"Germantia" from Onohara,
"Kong Ring" from Sien.
HAMBURG-AMERICA LINE,
HONGKONG OFFICE.
Hongkong, 2nd Oct., 1911. [958]

THE AMERICAN & ORIENTAL

LINE.

FOR BOSTON & NEW YORK
(With liberty to call at the Malabar
Coast).

THE Steamship

"WELSH PRINCE"
Captain Sheppard, will be despatched
for the above ports on TUESDAY,
the 17th October.

For Freight and Passage, apply to
ARNOLD, KARBURG & Co.,
General Agents.
Hongkong, 25th Oct., 1911. [1400]

GREEN ISLAND CEMENT

COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.
General Managers.
Hongkong, 16th Aug., 1911. [134]

WING KEE & CO.

47-49, Connaught Rd.

SHIPHANDLERS

PROVISION & COAL

MERCHANTS.

Hongkong, 25th Mar., 1911. [1390]

To Sail

Regular Steamship Service

to New York,

via PORTS AND SUEZ CANAL
(With Liberty to Call at Malabar
Coast).

FOR NEW YORK.

S.S. "SAINT" } Sailing on or about
PATRICK } 23rd Oct.

FOR BOSTON & NEW YORK:

S.S. "SATSUMA" } Sailing on or
about 7th Oct.

For Freight and further information,
apply to
DODWELL & CO., LTD.,
Agents.
Hongkong, 3rd Oct., 1911. [1321]

FOR SHANGHAI, KOBE AND

MOJI.

THE Steamship

"ARRATOON APCAR,"
Captain G. F. Hudson, will be de-
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The Steamer has superior accom-
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throughout with Electric Light and
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RETURN TOURS TO JAPAN

(Occupying 20 days.)

Return tickets are available by the
Indo-China Steam Navigation Co.'s
Steamers. Fare for round trip \$120.

For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, 3rd Oct., 1911. [1418]

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STEAM FOR STRAITS, CRY-
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THROUGH BILLS OF LADING ISSUED
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THE Steamship

"DELHI,"
Captain H. S. Bradshaw, carrying
His Majesty's Mails, will be despatched
from this for Bombay, Madras and
London Direct, on SATURDAY,
the 14th October, 1911, at Noon,
taking passengers and cargo for
the above ports in connection with
the Company's s.s. "China," 8,000
tons, from Colombo, passengers accom-
modation in which vessel is secured be-
fore departure from Hongkong.

Bills and Valuable, all cargo for
France, Teas and Cargo for London (under
arrangement) will be transhipped at
Colombo into the mail steamer proceed-
ing direct to Marseilles and London;
other cargo for London, &c., will be
conveyed by the s.s. "Delhi," proceed-
ing via Bombay and are being due im-
mediately on the 25th November, 1911.

Parcels will be received at the Office
until 4 p.m. the day before sailing. The
contents and value of all packages are
required.

For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 2nd Oct., 1911. [14]

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and

MINING COMPANY, LTD.

CANTON-HONGKONG-TIEN-
TSIN LINE.

Taking Cargo for Tientsin, Chafoo,
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Hongkong, 28th Sept., 1911. [1389]

OTE, LOUVEICOURT

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FRENCH STORE

8, Queen's Road

Hongkong, 17th Jan., 1911. [134]

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GODOWNS, 151 to 155, PRATA
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THE HONGKONG LAND
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Hongkong, 1st July, 1911. [138]

TO LET.

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